

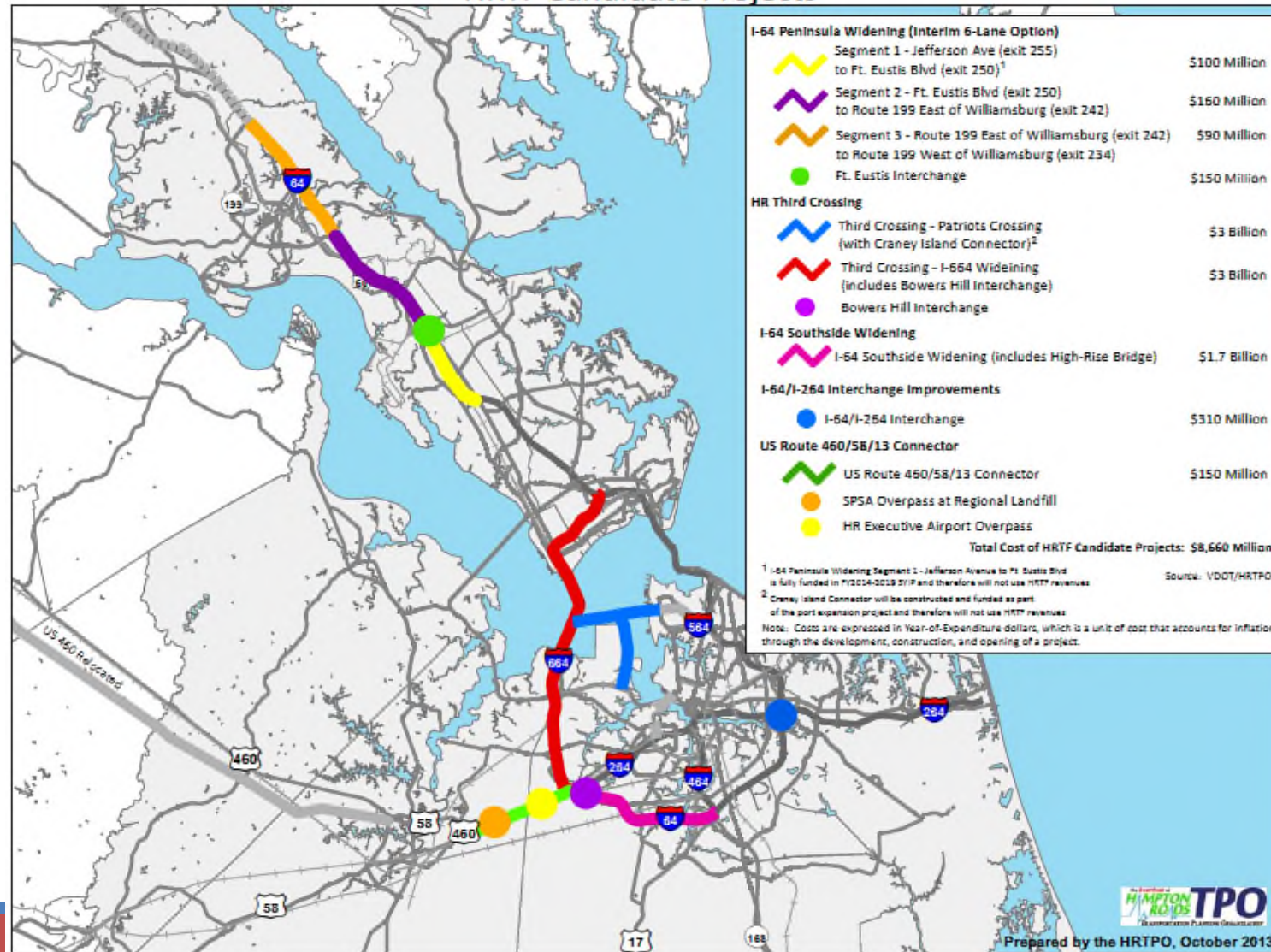
Patriot's Crossing

- PROVIDES MOST REGIONAL CONGESTION RELIEF
- UNIQUELY POSITIONED TO SUPPORT REGIONAL ECONOMIC GROWTH
- IMPROVING TOTAL REGIONAL CONNECTIVITY
- BEST FOR THE BUILT AND NATURAL ENVIRONMENT
- MOST ECONOMICAL PROJECT
- RELATIVE EASE OF IMPLEMENTATION
- ADDITIONAL CROSSING

SINCE 1997, THE PATRIOT'S CROSSING/THIRD CROSSING HAS BEEN THE REGION'S UNANIMOUSLY AGREED UPON AND OFFICIAL PRIORITY FOR ADDITIONAL HARBOR CROSSING CAPACITY IN HAMPTON ROADS AND THIS DECISION HAS BEEN REVALIDATED AND ENDORSED BY THE REGION IN MULTIPLE DECISIONS AND VOTES FOR NEARLY TWO DECADES, INCLUDING EDITORIAL SUPPORT BY THE VIRGINIAN PILOT AND DAILY PRESS

Proposed Transportation Projects

Hampton Roads Transportation Planning Organization HRTF Candidate Projects

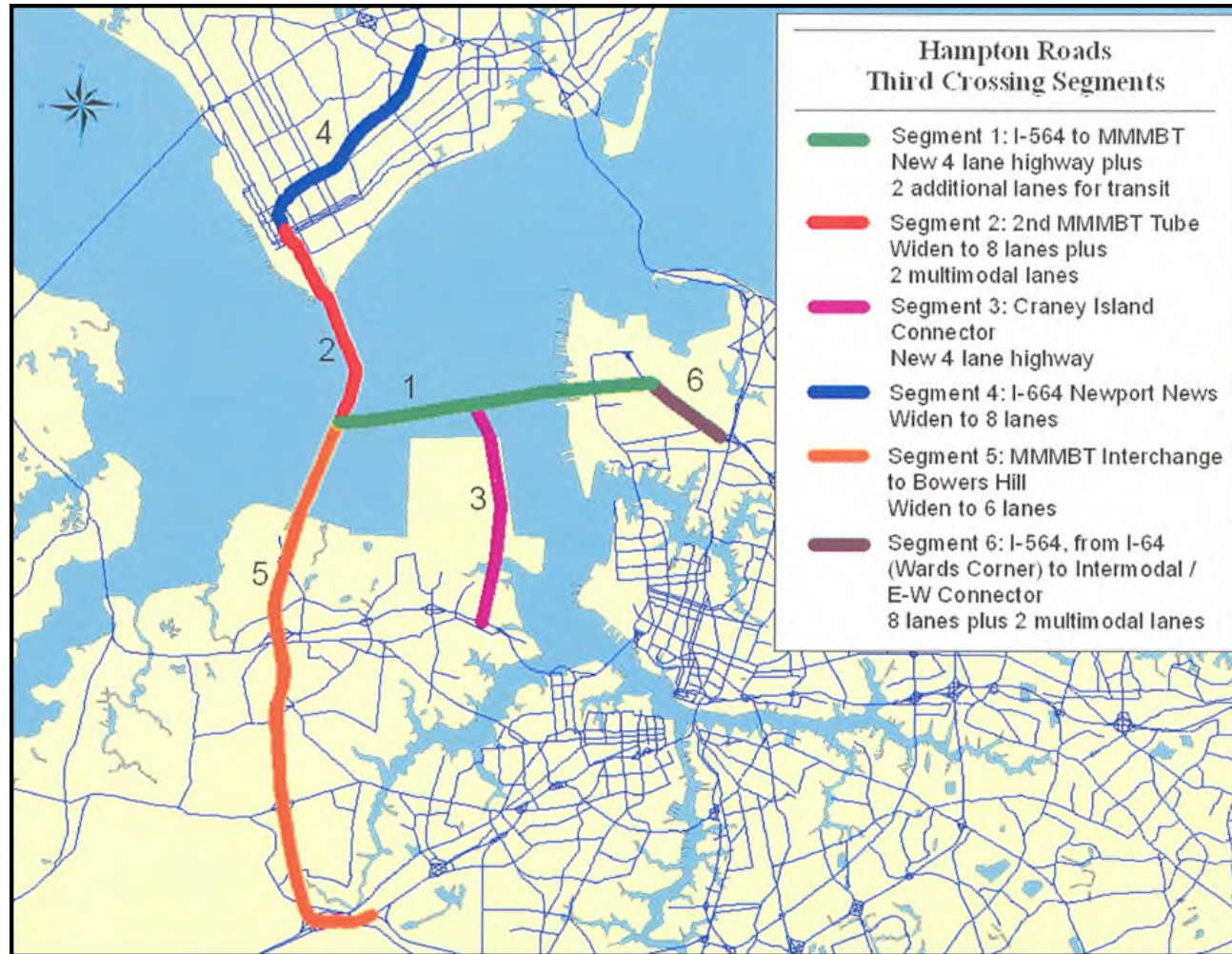


Cost of projects versus available funds

Amounts in millions		
Project	Cost	HRTF
I-64 Peninsula Widening		
I-64 Peninsula Segment 1 - Jefferson Avenue to Ft. Eustis Blvd	\$ 100	
I-64 Peninsula Segment 2 - Ft. Eustis Blvd to Route 199 East of Williamsburg	\$ 160	\$ 16
I-64 Interchange at Ft. Eustis Blvd	\$ 150	\$ 15
I-64 Peninsula Segment 3 - Route 199 East of Williamsburg to Route 199 Williamsburg	\$ 90	\$ 9
HRT Third Crossing		
Patriot Crossing (With Craney Island Connector ¹)	\$ 3,000	\$ 2,000
I-664 Widening including Bowers Hill Interchange	\$ 3,000	\$ 2,000
I-64 Southside Widening		
I-64 Southside including High Rise Bridge	\$ 1,700	\$ 1,304
I-64/I-264 interchange		
I-64/I-264 interchange	\$ 310	\$ 31
US Route 460 /58/13 Connector		
Us Route 460 /58/13 Connector including SPSA and Airport interchanges	\$ 150	\$ 75
Total	\$ 8,660	\$ 5,450

¹ - Craney Island Connector will be constructed and funded as part of the port expansion project and therefore will not use HRTF revenues.

Third Crossing/Patriot's Crossing



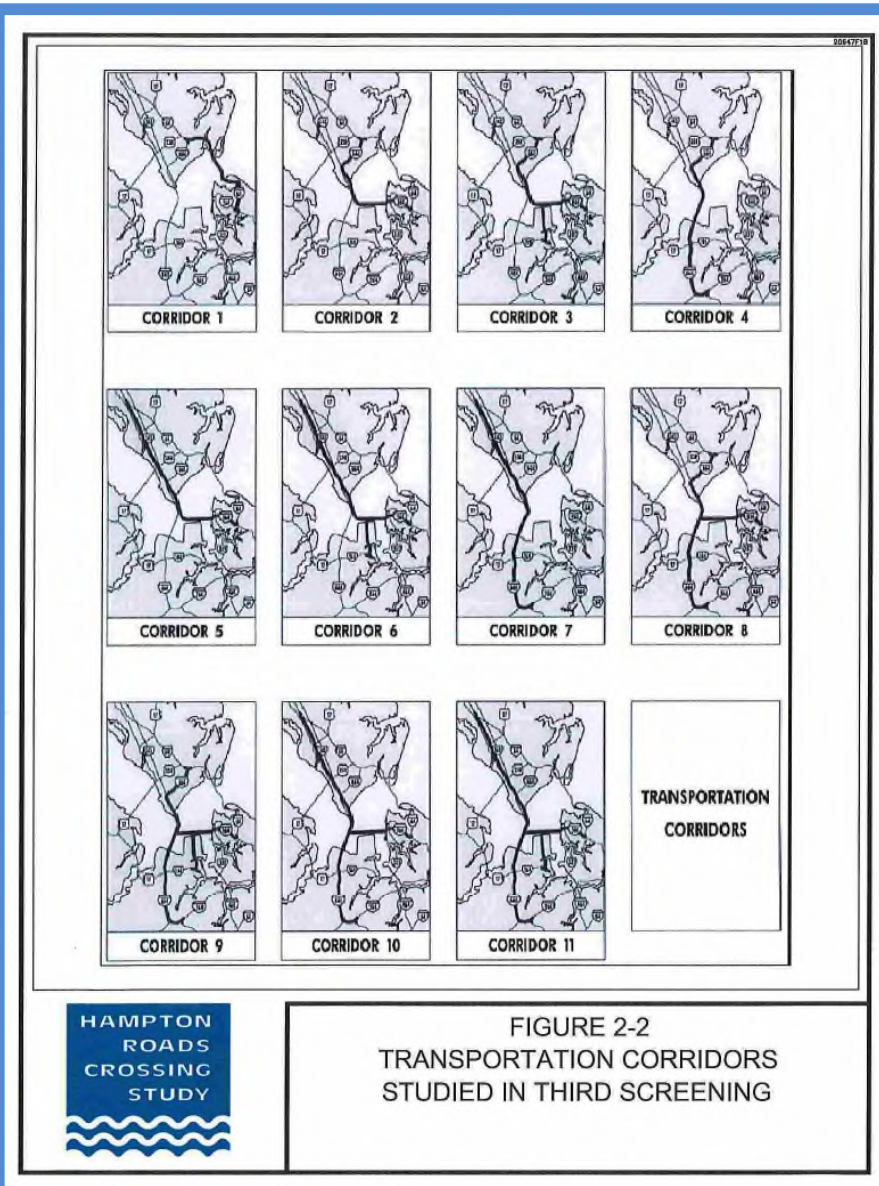
How did we get here?

In 1993-1994 the primary purpose and need was established for evaluating options to improve regional travel across Hampton Roads

The Hampton Roads Crossing Study identified the following criteria:

- Reduce volumes at the Hampton Roads Bridge Tunnel by 10 percent or more over no-build conditions
- Address existing and future regional travel origin and destination patterns between the Southside and the Peninsula
- Connect ports, military, and major freight corridors – our economic drivers
- Connect to controlled access highways
- Relative cost (compared to benefits)
- Relative ease of implementation

Various alternatives were considered



No limits on the study -

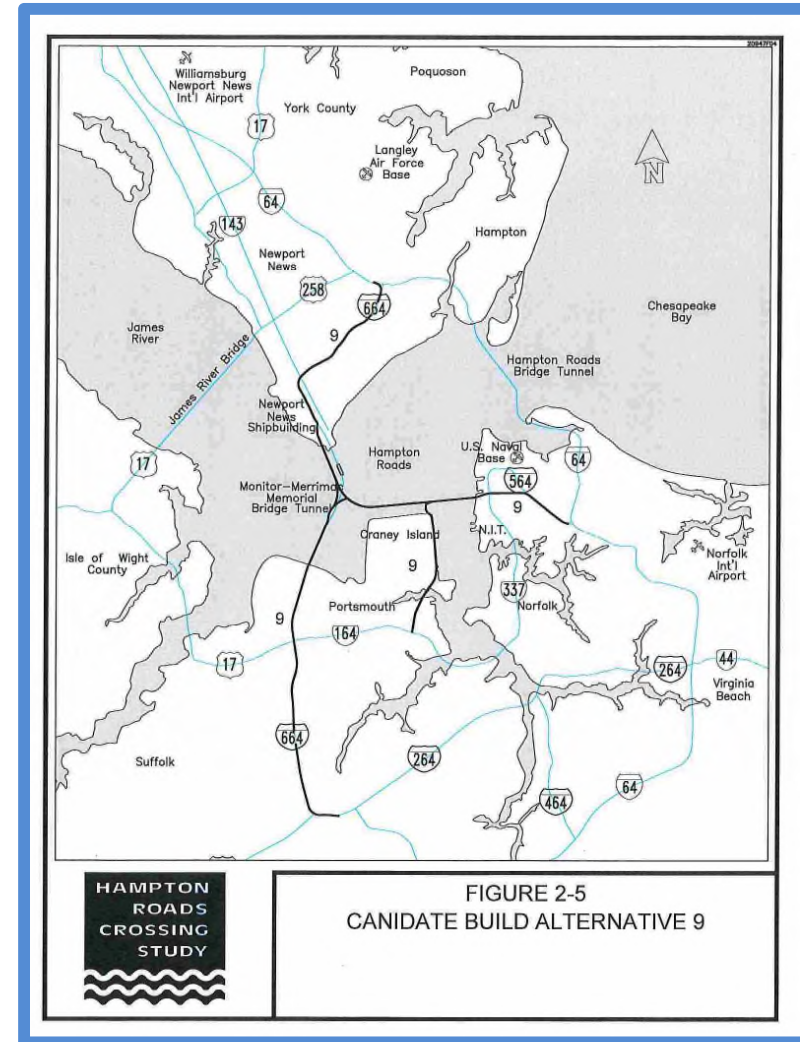
Multiple alternatives included:

- A parallel crossing to the Hampton Roads Bridge Tunnel
- A parallel crossing to the Monitor Merrimac Memorial Bridge Tunnel
- New crossings from Newport News to Norfolk (8 of the alternatives)
- New connections to interstate 664 or interstate 164

All alternatives were evaluated against the selection criteria

A clear winner emerged...

Alternative 9, now commonly known as Third Crossing/ Patriot's Crossing, was the clear winner measured against the defined selection criteria



Regional and Commonwealth support of Third Crossing/Patriot's Crossing since 1997

The Hampton Roads Metropolitan Planning Organization (MPO) and Commonwealth Transportation Board **unanimously select** Third Crossing as the preferred crossing of Hampton Roads

Public Review Process for Third Crossing/Patriot's Crossing Draft Environmental Impact Statement demonstrates additional support

Letters of support from:

Commonwealth Transportation Board

Virginia Port Authority

Hampton Roads Maritime Association

Hampton Roads Partnership

City of Virginia Beach

City of Chesapeake

U.S. Navy

Norfolk Southern

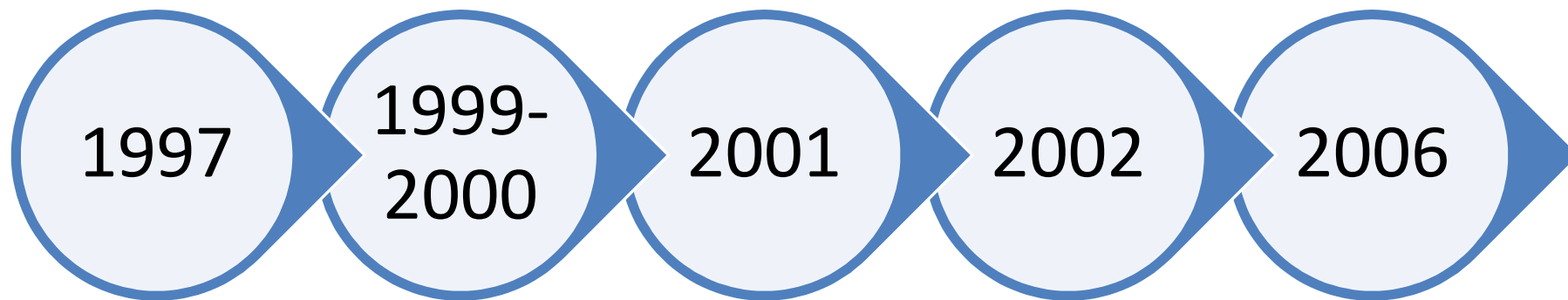
Hampton Roads Transit

City of Norfolk

City of Suffolk

City of Portsmouth

Timeline of support for Third Crossing/Patriot's Crossing



Hampton Roads Metropolitan Planning Organization (MPO) and Commonwealth Transportation Board unanimously select Third Crossing as preferred crossing of Hampton Roads.

Third Crossing Draft Environmental Impact Statement public review process generates letters of support from Commonwealth Transportation Board, Navy, Norfolk Southern, Virginia Port Authority, Hampton Roads Maritime Association, Hampton Roads Transit, and Cities of Virginia Beach, Norfolk, Chesapeake, Suffolk, and Portsmouth.

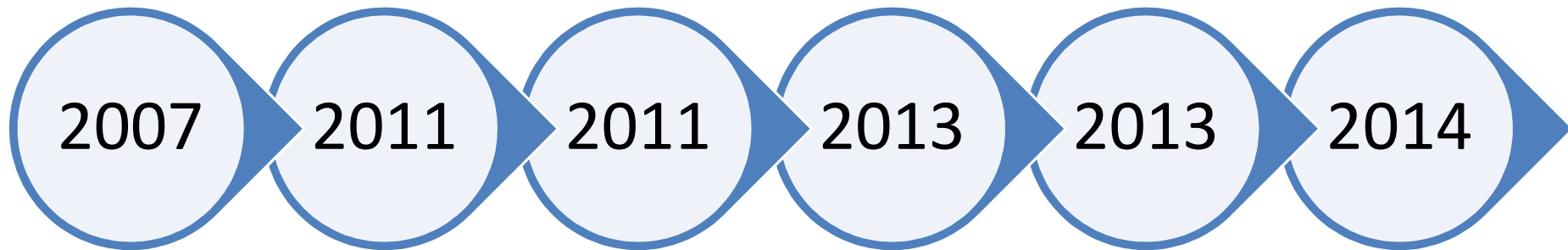
The Federal Highway Administration issues a Record of Decision on Hampton Roads Crossing Study Final Environmental Impact Statement supporting the Third Crossing as the preferred alternative.



Hampton Roads Regional Transportation Referendum includes funding for Third Crossing on ballot to increase sales tax.

Hampton Roads' local elected officials serving on MPO advances consideration of a toll strategy for major projects in the region including the Third Crossing.

The support continues...



Hampton Roads Transportation Authority created by General Assembly includes Third Crossing/Patriot's Crossing as authorized projects.

Virginia Modeling and Simulation Center releases study commissioned by the General Assembly that confirms that the Patriot's Crossing/Third Crossing would have the greatest improvement in regional travel of any single proposed project in the region.



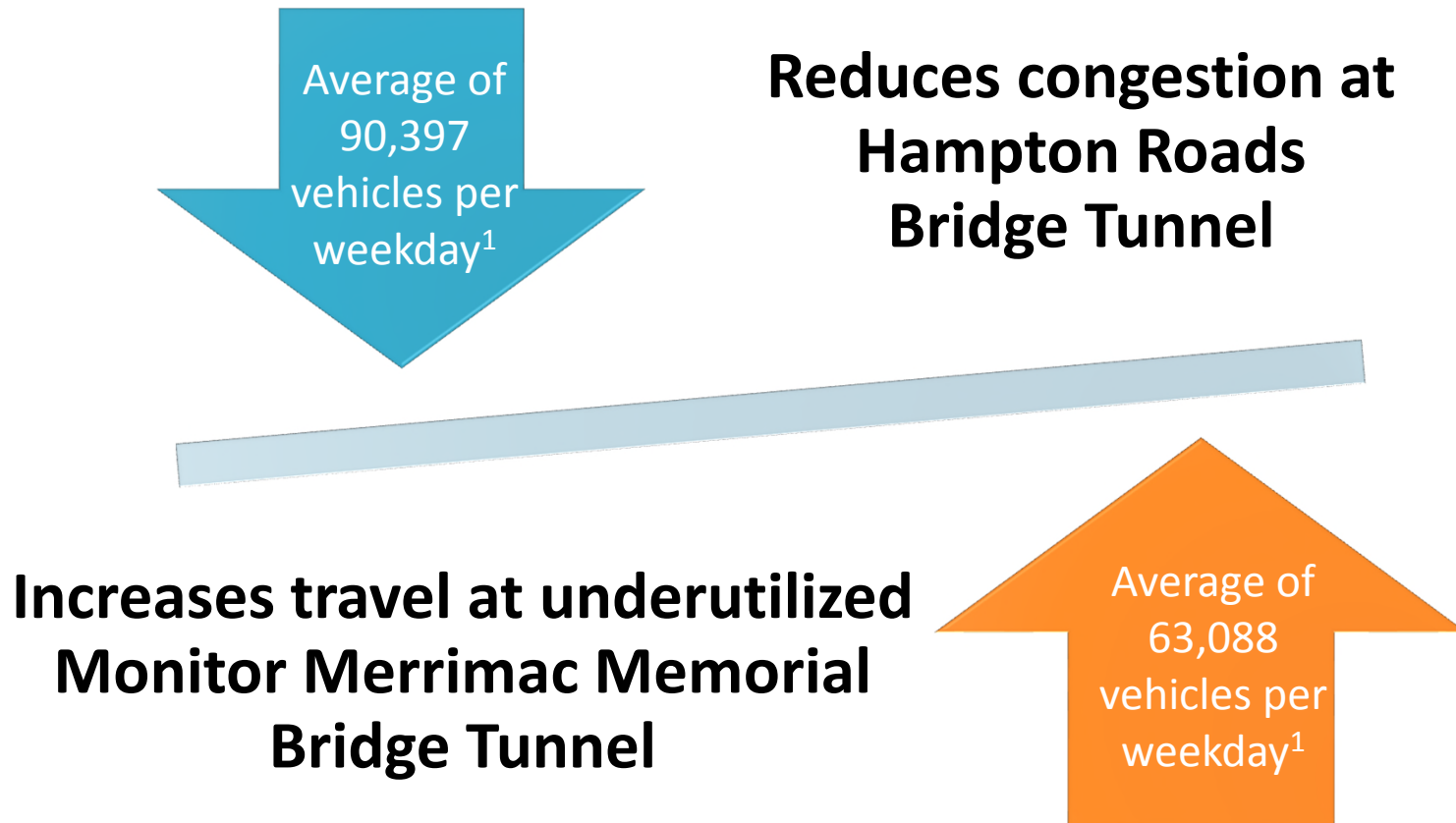
New Environmental Assessment of Patriot's Crossing confirms past findings that the project has significant transportation benefits at manageable environmental impacts.

Hampton Roads Transportation Planning Organization (HRTPO) Board Resolution reaffirming its endorsement of the Third Crossing/Patriot's Crossing as the preferred strategy to improve congestion crossing Hampton Roads.

HRTPO Resolution supporting Hampton Roads Transportation Fund list of candidate projects includes Third Crossing/Patriot's Crossing. The candidate projects list does not include expanding the Hampton Roads Bridge Tunnel.

HRTPO officially added the Patriot's Crossing/Third Crossing project to the region's constrained Long Rang Transportation Plan for 2034. This action makes the projects now eligible for federal environmental approvals and funding consideration.

Third Crossing/Patriot's Crossing diversifies travel



¹Hampton Roads Transportation Planning Organization, June 2013 (weekday defined as travel Tuesday through Thursday)

Impacts of expanded HRBT are devastating

Impact to Hampton and Norfolk	Patriot's Crossing	Hampton Roads Bridge Tunnel
Residential Relocations	16	275
Business Relocations	1	16
Properties with increased noise	26	>1,000
Recreation facilities impacted	0	13
Historic sites impacted	0	13
Wetlands displaced	35 acres	50 acres

Benefits of constructing Patriot's Crossing

	Patriot's Crossing	Hampton Roads Bridge Tunnel
Most improvement in regional travel time	✓	
Directly connects to major economic centers of port and Navy	✓	
Accommodates projected future growth in the western part of the region	✓	
Fewer residential and business relocations	✓	
Fewer environmental impacts	✓	
Ease of construction	✓	